FOREWORD

This publication prescribes standardized methods for use in designing instrument flight procedures. It is to be used by all personnel charged with the responsibility for the preparation, approval, and promulgation of terminal instrument procedures. Compliance with criteria contained herein is not a substitute for sound judgment and common sense. These criteria do not relieve procedures specialists and supervisory personnel from exercising initiative or taking appropriate action in recognizing both the capabilities and limitations of aircraft and navigational aid performance. These criteria are predicated on normal aircraft operations for considering obstacle clearance requirements.

The FAA recognizes that the increase in air traffic volume and technical improvements to air navigation systems require continuing emphasis on updating flight procedures standards.

This emphasis will be directed toward reassessment of three basic factors which contribute to overall system accuracy; e.g., ground element, airborne element, and flight technical (pilotage) element.

Analysis of individual ground system performance, using flight check information in the immediate vicinity of the facility used will be pursued in the development of standard values for assessing the dimensions of obstacle clearance areas.

Additionally, recognition will be given to airborne receiver performance to assure that credit is given to accepted improvements made in the state of the art. Concurrently, a review of airborne receiver performance is being conducted to determine whether existing standards need to be changed.

Pilotage error standards will be investigated to determine whether recent technological and operational advances indicate a change to the present standards is required.

Our overall objective is to assure that credit is allowed for improvements made in the ground and airborne environment and to assure that maximum safe use of airspace is realized.

With this in mind, an annual review of this publication by the signatory agencies, in coordination * with other interested parties, will be conducted at the call of the FAA, Office of Flight Operations. * More frequent reviews shall be conducted if required by a signatory agency. The FAA will provide approved changes to this publication by means of revision notices as required.

Recommendations concerning changes or additions should be provided to one of the following approving authorities as appropriate:

* OFFICE OF FLIGHT OPERATIONS, FAA, Washington, D.C. 20591 (Civil Procedures) *
DIRECTOR, U.S. Army Air Traffic Control Activity, Aeronautical Services Office (USAATCA–ASO), Cameron Station, Alexandria, Va. 22314
* CHIEF OF NAVAL OPERATIONS, OP–554, Washington, D.C. 20350 *
HEADQUARTERS, U.S. Air Force XOORF, Washington, D.C. 20330
COMMANDANT, (G–OSR–2/73) U.S. Coast Guard, Washington, D.C. 20590

These criteria have been officially adopted by the Federal Aviation Administration, the United States Army, the United States Navy, the United States Air Force, and the United States Coast Guard. They are applicable at any location where the United States exercises jurisdiction over flight procedures in terminal areas. In addition, these criteria may be utilized for the development of special instrument approach procedures for use by U.S. military and air carriers at foreign airports.

BY ORDER OF THE SECRETARIES OF THE ARMY, NAVY, AIR FORCE, AND TRANSPORTATION.

OFFICIAL:

J. C. PENNINGTON
Brigadier General, United States Army
The Adjutant General

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